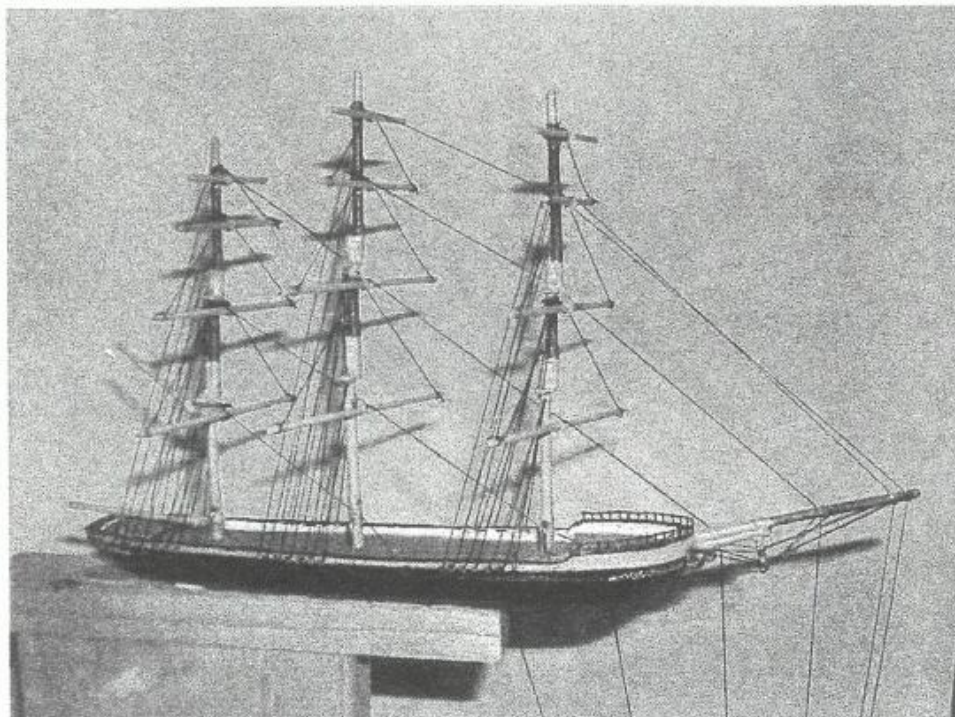


2006-3



From: "Terry Butler" <ashiplady@earthlink.net>

Here's the latest progress on the Joseph Conrad - demo model for Mystic Seaport. I'm constructing this a bit out of order as I don't have the deck detail photos yet. I'm assured I'll have those soon. Due to limited time I'm working around that on this model at least. I'll add some deck details soon. Until the photos arrive I'll probably get the sails drawn, detailed, tinted and ready to add after the deck details. I also hope to start the Charles Morgan soon too - another Mystic Seaport ship. Much work to do and only until late Sept. to finish it all.

**JOURNAL OF THE SHIPS-IN-BOTTLES  
ASSOCIATION OF AMERICA INC.**

# The Bottle Shipwright

**THE BOTTLE SHIPWRIGHT** is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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Please briefly indicate your interest and experience with bottled ships: \_\_\_\_\_





# The Bottle Shipwright

Volume -24.

Number -3.

ON THE COVER = "Joseph Conrad "  
A Terry Butler work in progress.

BACK COVER- "Viking Ship" made by  
Nobel E. Johnston .

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## .....ATTENTION ON DECK! THIS IS THE CAPTAIN!!

The time has arrived that I must tell you that I will be retiring as President of The Ships In Bottles Association of America, effective December 31, 2006.

I have already asked Charles Hand to take over but he prefers to remain as VP.

Anyone interested in taking over as President, may contact me by mail at 403 Amherst Ave. Coraopolis, Pa. 15108. (include your phone number) and we can discuss the position.

HIT THE BOTTLE

*Jack*

THAT IS ALL!

2 September 2006

To Each and All,

It takes a wise person to bow out when they feel they are no longer able to fulfill their role. It does not surprise me that Jack Hinkley would possess that wisdom - among his many others.

No one has worked harder or longer to advance our association. We have been most fortunate to have his tireless and selfless talent at the helm. He has always been most gracious in his dealings with everyone and is recognized world-wide for his good will. Those are rare qualities. I doubt that anyone will ever equal his abilities and accomplishments.

In lieu of accepting his letter of resignation of the presidency of the association, I hope the board will agree with my proposal to a unique title exclusively for Jack of President, Emeritus.

*Charles Hand*  
Charles Hand

Send Material for the Editor to----  
5075 Freeport Drive, Spring Hill, FL., 34606.  
E-Mail-bt1shprt @ innet.com.

*Ray Handwerker*

To say that I was shocked when I received Jack Hinkley's letter, would be an understatement. But after talking with Jack, I'am happy to say that he will remain as a member, and will continue to contribute to our Journal. He is already working on the art work for our Christmas cover.

I also agree with VP. Charles Hand's proposal to honor Jack with the unique title of President Emeritus.

As one of the founders of this organization he has surely earned that distinction.

And on a sad note, past member and (my) neighbor Frank DuMey has passed away. He and his wife had moved to Arizona a few years ago.

Still looking for Ships plans.

Now, lets refill those bottles.

#### **WELCOME ABOARD NEW MEMBERS.**

First I must apologize for mis-spelling/typing new member Joe Davis's name in the last issue. Sorry Joe!!!

Joe Davis, 4331 East Second St. Duluth, Minnesota, 55804-1808.

Daniel C. Korte, 46144 Egdewater, Chesterfield, Michigan, 48047

Cliff Ward, 105 Bayoak Drive, Cary, North Carolina, 27513-4200.

#### **ADDRESS CHANGES,**

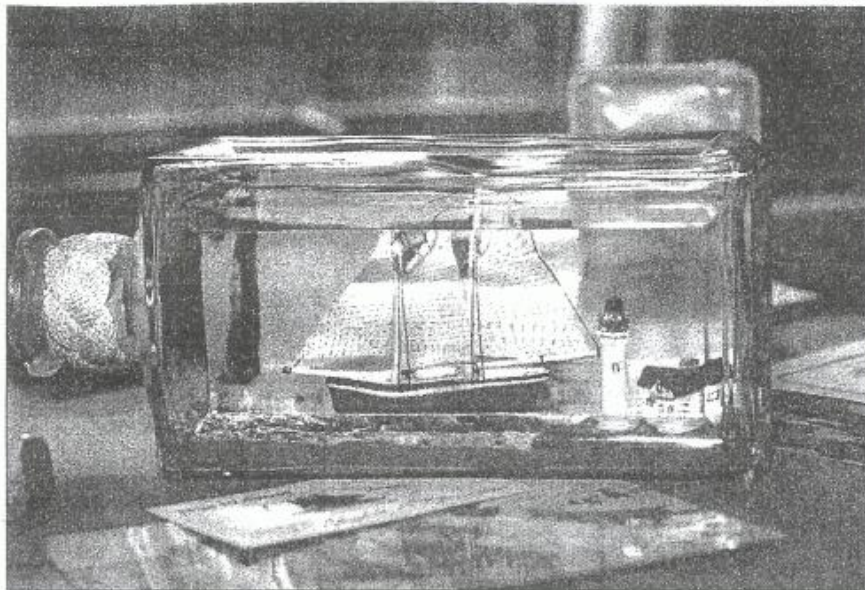
Edgar H. Fisher Jr., 275 Ivy Circle, Concord, Georgia, 30206.

G. Robert Stetson, 135 Broadmeadow St. Apt. 1 Marlborough, Massachussets  
01752-3431.



Made by  
Conrad N.  
Forget of  
Chicopee, a  
miniature  
sailboat  
and  
lighthouse  
sit inside a  
sealed glass  
bottle.

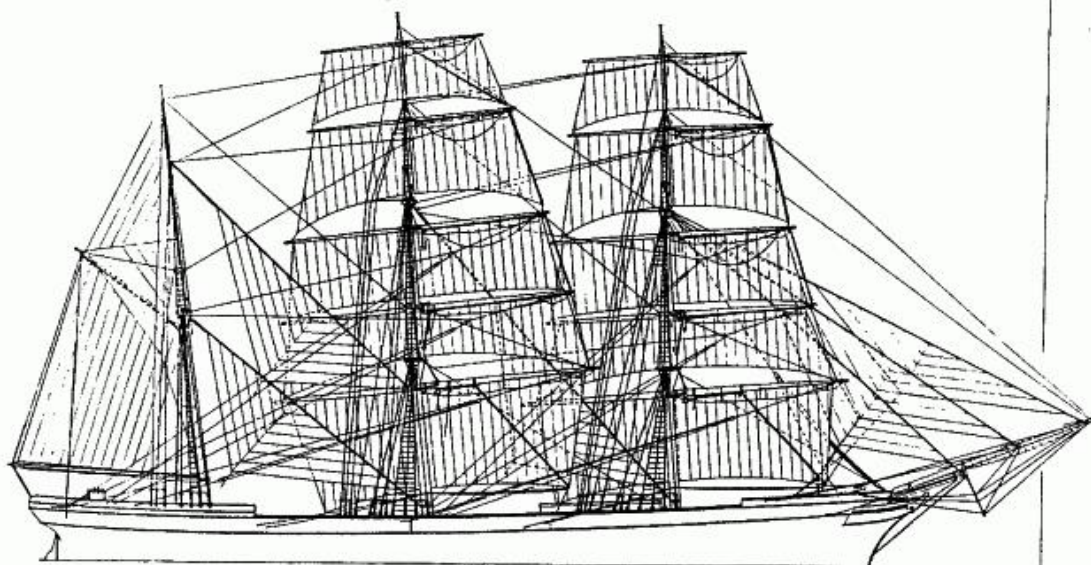
Staff photo by  
JUAN PEDRAZA



Above, "Miniature Ships at Sea" by Pat Cahill, in the June 30, 2001 edition the Union News. Made by member Conrad N. Forget, Chicopee, Ma.

If you think nobody cares if you're alive, try missing a couple  
of car payments!





## Star of India

launched *Enterprise*,  
Ramsey, Isle of Man, 1863.

LOA 205'

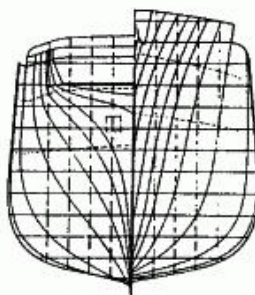
Length on Keel 202'

Beam 35'

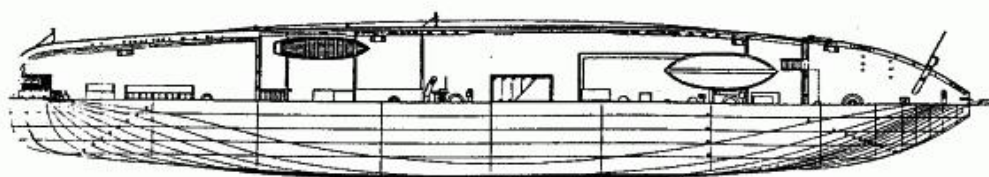
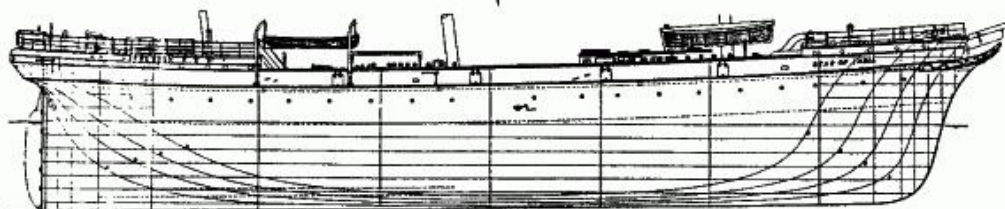
Draught 23'6"

Gross tonnage (original survey) 1,197

Gross tonnage (1900s) 1,318



When launched, *Star of India* (then called *Enterprise*) carried the then-usual ship rig. For commercial reasons she was converted to the barque rig shown here in the early 1900s. The sail plan is at a scale of 1:400; the sections plan is at 1:235; and the lines and general arrangement plans are at 1:360. These plans are reproduced from a poster available from the Maritime Museum Association of San Diego.



If at first you don't succeed, sky diving is not for you!!!

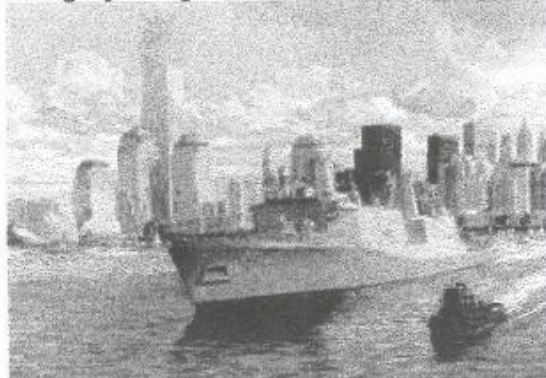
3.

**Keeping the American Spirit alive.**

**Subject:** USS New York (JS)

**From:** "Tom Smith" <tsmith770@alltel.net>

**Thought you might find this interesting.**



Artists Rendering of the USS New York

With a year to go before it even touches the water, the Navy's amphibious assault ship USS New York has already made history. It was **built with 24 tons of scrap steel from the World Trade Center.**

USS New York is about 45 percent complete and should be ready for launch in mid-2007. Katrina disrupted construction when it pounded the Gulf Coast last summer, but the 684-foot vessel escaped serious damage, and workers were back at the yard near New Orleans two weeks after the storm.

It is the fifth in a new class of warship — designed for missions that include special operations against terrorists. It will carry a crew of 360 sailors and 700 combat-ready Marines to be delivered ashore by helicopters and assault craft.

"It would be fitting if the first mission this ship would go on is to make sure that bin Laden is taken out, his terrorist organization is taken out," said Glenn Clement, a paint foreman. "He came in through the back door and knocked our towers down and (the New York) is coming right through the front door, and we want them to know that."

Steel from the World Trade Center was melted down in a foundry in Amite, La., to cast the ship's bow section. When it was poured into the molds on Sept. 9, 2003, "those big rough steelworkers treated it with total reverence," recalled Navy Capt. Kevin Wensing, who was there. "It was a spiritual moment for everybody there."

Junior Chavers, foundry operations manager, said that when the trade center steel first arrived, he touched it with his hand and the "hair on my neck stood up."

"It had a big meaning to it for all of us," he said. "They knocked us down. They can't keep us down. We're going to be back."

The ship's motto? - *'Never Forget'*



### Ships in Bottles Demonstration

I am a relatively new member of the Ships in Bottles Association. I wanted to tell you a little about what I have been doing. Right now, I am more of a collector than a modeler. I have purchased more Ships in Bottles than I have made. I have been looking at all of this as a hobby for my retirement years.

My wife works part time at an elementary school. One of her many tasks is to decorate the display windows. Last year, she did a window on Nautical Art. She borrowed some of my books and most of my Ships in Bottles for this endeavor. She also included some Sailors' Valentines and some Scrimshaw art and anything else nautical she could lay her hands on. She did a beautiful job. The display was better than some I have seen in museums.

One of the first grade teachers asked my wife to talk to her class about the window and about putting ships in bottles. She passed the request on to me since the collection was mine. And so began my annual Ships in Bottles demonstration. I have done two so far, but I expect to be asked back next year.

I took a number of non-pointed tools into the class and explained their usage. I passed them around so the kids could try them out. They especially liked my hand vice and my slider-gripper tool (a tool I made to reach in and grab things in the bottle). I also took some of the raw materials so they could see what I use to make the hulls, masts, sails, and seas. I had a large boat (about 8 inches long) rigged with a folding mast, which I passed this around the class as well so they could get a real good look at how everything works.

For the demonstration, I enlarged the plans for the Day Sailer from the SIBAA's web site (a special thanks to Bob Brown). I had the boat carved, painted, rigged and ready to place in the bottle. I used a gallon juice jug for the bottle. I folded down the mast and slowly pushed the ship into the bottle. Once it was inside, I held it in place with a probe and pulled the string to raise the mast. When I finished and looked up, all of the kids had their hands in the air. They all had the same question... "How do you get it back out?"

In my next demonstration, I wanted to emphasize the "umbrella" technique. For this, I use an interesting bottle. It was shaped something like an amphora jar (narrow at the bottom, broad at the top with two handles that connect at the mouth of the bottle). I created a small X out of two sticks of wood with a lap joint. The two pieces were hollowed out slightly to fit the curvature of the bottom. I drilled a hole in the center of the X. I glued the pieces in the bottom of the bottle, and then inserted a miniature straw (3 mm O.D.) into the hole in the X. (The straw was a coffee stir I had taken from work.) I then took a cocktail umbrella (the kind you get when you buy those tropical drinks for your wife on a Cruise Ship), applied a little glue, and placed the toothpick end of the umbrella into the straw. As I pushed on the top of the umbrella, the straw pushed the slide up, and the umbrella opened in the bottle.

The kids loved it. I had to go around the room with another straw and umbrella and let each one push the top to open the umbrella. After the demonstration, I presented the bottled umbrella to the teacher.

Roger A. Holt, Enola, Pa.

## **Making A Jig For Miniature Grating - Part 1**

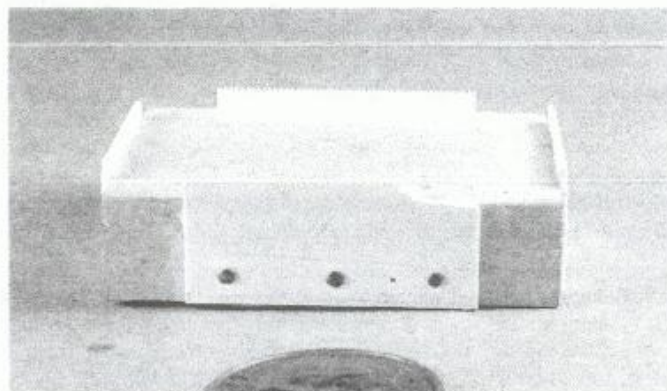
By John Fox III

Many years ago I had built a jig for making miniature grating, and other miniature ship model parts, from various sizes and colors of fly tying threads. I found this jig to be most useful for making many different parts for some of my ship in bottle, and static display, models. The number of different items that can be made on such a jig makes it an essential on my workbench.

My original jig was built out of styrene sheet stock and a scrap piece of basswood, with no real thought to it's longevity. Now, 10+ years later, the original styrene jig has started to deteriorate and break, therefore I needed to make a replacement. I was hoping that this time I could make something that would both be more rugged and a bit more refined.

The styrene jig was built as shown in the diagram below. In brief, I scored a line down the center of a strip of 0.020" thick styrene and drilled holes as closely and evenly as I possibly could, using the scored line to keep the holes aligned. I drilled the holes with a pin vice and #77 miniature drill bit.

I then cut the styrene down the scored line, and the center of the holes. The resulting strips were then cut into appropriately sized lengths and attached to the sides of a basswood block. The most important feature of the jig was to keep the top, half-hole notched, edges as close as possible to being at the same level on all 4 pieces attached to the jig. It is also important to keep the top, notched, edge of the styrene pieces fairly close to the top surface of the core basswood piece.



**Photo #1: Old styrene grating jig**

The basic concept of the jig is to be able to wrap threads around the jig, using the notched top edges of the side strips to keep an even spacing to the threads. The top levels of these side strips have to be at the same level, so that when threads are wrapped in the opposite direction, in a second wrapping, they will be constantly in contact with the thread layer below. This is necessary so that glue applied to the second layer of thread will permanently connect the threads.

One of the problems with the styrene made grating jig was that I wasn't able to get the holes drilled perfectly evenly in spacing. The resulting gratings had slightly uneven spacing overall, which I was hoping to improve with the construction of a replacement jig. Longevity was also one of the goals I was hoping to achieve with the new jig building, since I have found the original jig to be so useful in the past.



The first blade jig did assemble much as I had planned, and was usable for a few trial wrappings with thread. Once I had used the new jig a few times though, I found that the blade pieces would move around a bit on me as I was wrapping threads around the jig. This made their top, notched, edges far enough out of alignment that the jig no longer worked properly.

I did find that using the blade teeth as regularly, and closely, spaced notches for the top edges of the sides of such a jig worked out very well. After making a few gratings on the new jig, I compared them with gratings made with my old jig, and found that the new jig was not as fine in its thread spacing though. By counting the actual notches in my styrene jig top edges, I found I had drilled approximately 48 holes per inch, the saw blade used to make the new jig was 42 tpi.

I then checked around on the Internet and found that Micro-Mark had several razor saw blades that had finer tooth spacing than my original styrene jig, so ordered a few each of 52 tpi and 54 tpi replacement blades. They were very inexpensive, so it was worth purchasing a few to experiment further with.

When the new blades arrived, I found that the 52 tpi blade was only  $\frac{3}{4}$ " wide, which meant that it was narrower than any of the other razor saw blades. If I designed the new blade saw jig properly, I would not need to cut the new blade any narrower. The new blade did have a much heavier stiffener along its top edge that had to be removed before I could work with the blade. I was able to push increasingly thicker screwdriver tips between the folded metal stiffener and the blade, on each side of the blade, to make the stiffener piece wide enough to remove the blade completely. Care was taken not to bend, or otherwise damage, the blade while removing this stiffener piece.

From the experiences with the first saw blade jig, I decided that I had to find a way to drill holes through the saw blade pieces so they could be directly held to the jig core with some form of fasteners. I found that I could use a very fine, hardened tweezer tip to center-punch locations for holes. I was able to then drill holes in the blade pieces using a 1/16" drill bit and the milling machine attachment to my Micro-Lux miniature lathe/milling machine.

I drilled the holes through the blade very carefully, drilling only partway through from one side, then flipping the blade over to drill through fully from the other side. I also used a hard wood backing beneath the blade as I drilled. I wanted to cause as little distortion, or bending, in the blade itself when drilling the holes. I cleaned up the hole edges with the moto-tool and cutoff wheels, plus a little emery cloth sanding.

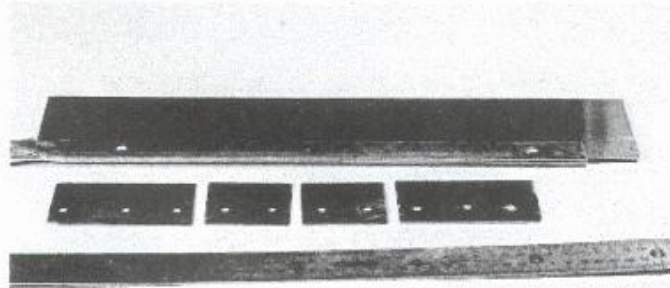
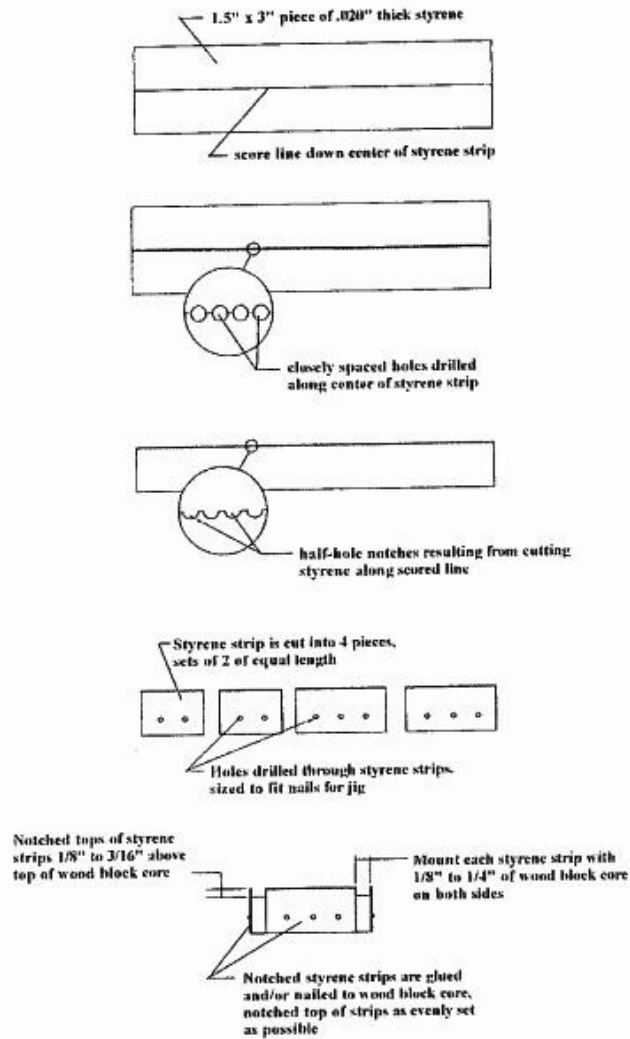


Photo #3: Razor saw blade and cut pieces with holds drilled for making up a finer grating jig

### Styrene Strip Grating Jig Construction



My present modeling project included making up some very small belaying pin rails, which needed to have some strength. I used 0.010" thick brass sheet to make up the rails, drilling the necessary holes to run my control rigging through with a #80 drill bit and pin vice. The rails only contained about a dozen closely spaced holes, but having made them gave me the idea I



could repeat my grating jig building process, using brass instead of styrene to make the necessary notched edge pieces.

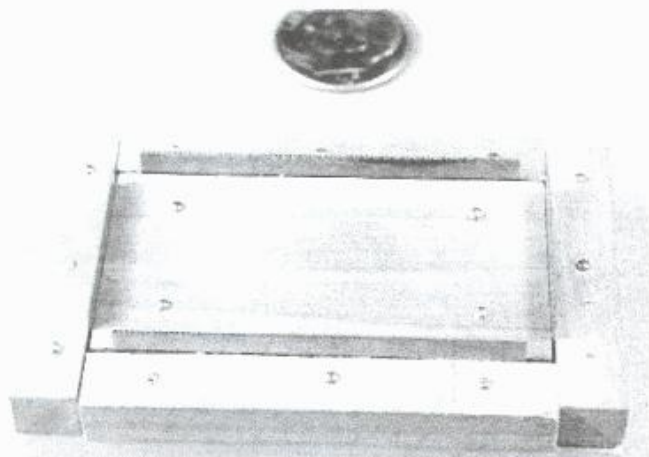
I broke a lot of drill bits, but managed to get a 4" long strip of brass with closely spaced holes drilled through it. Unfortunately, the drill bit deviated from the scored line in the brass sheet, resulting in very unevenly aligned holes. I did not think a jig made with this strip was going to be at all useful.

While wracking my brain for something else I could use to get very closely, evenly, and perfectly aligned notched edges in a hard material, it occurred to me that I had at least a dozen old, dull razor saw blades that just might work. I searched through my stock of old blades, and found one that appeared to be fine enough to make a trial jig out of.

The first problem I encountered with working with the razor saw blade was that the metal is much harder than brass, making it harder to cut or drill holes through. The metal is fairly thin, so I was able to cut the various lengths of blade to make up a jig, by using a heavy metal tin snips. The downside of making jig parts from the saw blades was that they generally get their strength from their width, and most of the saw blades are therefore very wide.

I attempted to cut the blade pieces so that they were not as wide, but could not get them consistently square from notched tooth edge to the bottoms of the pieces. I tried the tin snips, plus attempted to clean-up the bottom edges with a Dremel Moto-Tool and a thin cutoff wheel. None of these attempts turned out to be very successful. I wanted the blade pieces to all be the exact same width, and perfectly even in their width, in order to make assembling the resulting jig as easy as possible.

Unfortunately, I never did find a method to cut the blade pieces as close as I wanted in width. Instead, I changed the way I assembled the jig itself for my first trial jig build. I started the jig with a core wood piece, made from some 1/4" thick and 1" wide maple I had in stock. I mounted this piece to the center of a piece of basswood that was 1/2" wider and longer than my maple core piece. I then cut 1/4" wide strips of the same maple stock, placed the blades against the outer edges of the core maple piece, then nailed down the strips outside of the blade pieces. I was hoping that the strips would squeeze the blade pieces to the core, enough to hold them in place, yet give me some ever so slight movement possibilities to even the tops of all the blade pieces to the same level.



**Photo #2: First finished version of a grating jig using razor saw blade pieces**



I believe that this is the ninety-ninth issue of the Bottle Shipwright and so we welcome two new members to our ranks. Daniel C. Korte, of Michigan who has four SIPs, and is a collector of "Titanic" books and items recovered from the ship. Cliff Ward, of North Carolina has had a long time interest and has decided to try his hand at it. Welcome aboard and remember, this is your journal, it is about you, what you do and how you do it. We want and need your input, photo's of your work, hints tips, articles. Don't be bashful. Send them in.

## Miniature ships at sea

A Chicopee man sails the high seas in the confines of a bottle.

By PAT CAHILL  
Staff writer

**S**calpels... toothpicks... Q-tips... a spool of black thread... a tiny file the size of a needle. Such are the tools of Conrad N. Forget of Chicopee, practitioner of an art form that many people have seen only in comic strips or the movies.

Forget builds ships in bottles. Tiny ships. Miniature scale versions of real schooners that sailed the seas more than a century ago.

Forget wishes he'd been there. He's what Popeye the Sailor would call a landubber. The 68-year-old Korean War vet was born in Holyoke and has lived in Chicopee since 1939.

He has spent most of his life in carpentry and construction, mostly at the Jahn Foundry. His main contact with the ocean came on cruises with his late wife, Barbara.

But at home, he is surrounded by images of noble vessels that used to brave the high seas - not only in his own work, but in pictures, plates and a needlepoint by one of his three daughters, which bears the motto, "May He have dominion from sea to sea."

Forget is a member of the Ships-in-Bottles Association of America - the only member in Western Massachusetts, he believes, though he says there are quite a few in the eastern part of the state.

His interest in building models began when he was laid up after a tobogganing accident about 30 years ago. Forget still builds models of ships. His reproduction of a Viking ship is about a foot long, its sides bordered by a ring of tiny, individually painted shields.

The trouble with models, he says, is that they tend to get dusty. So in 1982, disabled by another accident, Forget discovered a solution. He began to build ships in bottles.

**Using the exacting tools of dentists and surgeons, Forget builds his tiny vessels out of wood, paints them, attaches the rigging, spars and sails, and then performs what seems like the magical act of putting it all in a bottle.**

Ironically, the mishap that put him out of commission and gave him time to find this new medium was a swimming accident.

Using the exacting tools of dentists and surgeons, Forget builds his tiny vessels out of wood, paints them, attaches the rigging, spars and sails, and then performs what seems like the magical act of putting it all in a bottle.

No, it's not magic. But Forget admits, "I do say a prayer," at the crucial moment.

Since he began his eccentric hobby, he has built about 70 ships in bottles. He is a bit apologetic about his first effort, pointing out that the blue sea on the floor of the bottle does not have its whitecaps painted in.

Since then, his challenge has been to see how small a canvas he can work on. One of his smallest ships is in a bottle that measures about two inches on its side, counting the bottleneck. The tallest mast of the ship almost touches the glass ceiling. It's so tight, says Forget, that it took him three tries to get it right.

When asked about the fascination of miniatures - Japanese Bonsai trees are another example - Forget says it's everywhere. "With TVs, computers, calculators,



Conrad N. Forget poses with some of his ship models. A fan of models, he began putting them in bottles almost 20 years ago.

Please see Bottle, Page B6

Many people look ahead, some look back, but most look confused!!





## Miniature ships safely sealed behind glass

Continued from Page B5

the question is "How small can you get?" he says.

He also likes to embellish miniature lobster traps with sailor knots to give as gifts.

For his ships in bottles, Forget starts with kits that provide pen-and-ink diagrams of the vessels. He then substitutes high-quality woods of his own, carving out the tear-shaped ship bottoms from thin bars of mahogany.

The sails are made from 25-percent-cotton typing paper, soaked in coffee for half an hour to give them an aged look, then covered with little strokes and ornamental borders ("rat-tails") as indicated on the original prints.

Some of Forget's bottles have lighthouses in them. He's also working on a shipwreck scene.

Once everything is in place, the bottleneck is corked, bound with a

Turkish headknot that Forget makes himself, and finally sealed with wax.

Forget says he can take up to two years to complete a ship in a bottle.

There are 21 steps to the process, he says, and the only one he can't execute by himself is the first. That's because the best bottles are liquor bottles, the square ones and three-sided "pinched" ones.

Forget doesn't drink, so he asks friends who do to do the emptying.

He has exhibited his works at the Children's Study Home, the Golden Age Club, Linden Towers and other Springfield locations, at the fire station in Sunderland, and on cruise ships.

Some years ago, he organized a sampling of his tools, bottles, ships and photos that he can pack up and take to different places to show to people. The best thing

about his little exhibit is that it is made up of items that his audience can touch and handle.

At the end of his demonstrations Forget reveals the secret of how the ship gets into the bottle.

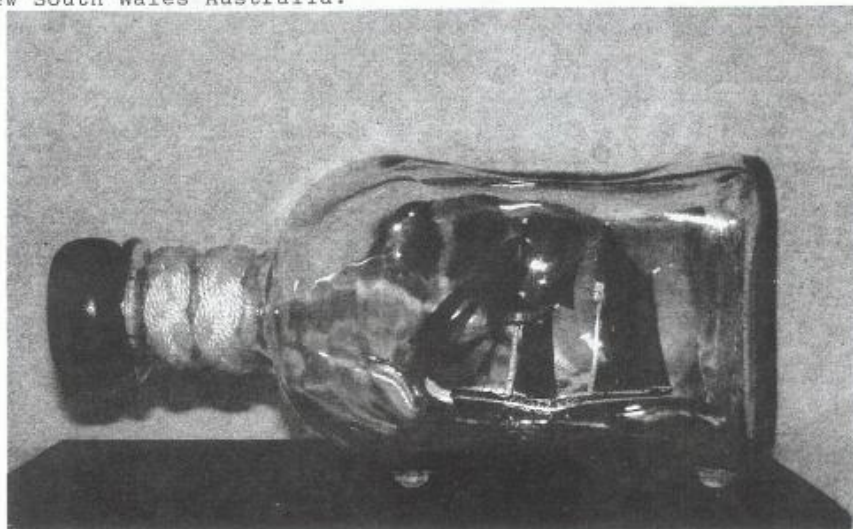
It's not magic. It's collapsible masts.

Forget puts glue on the place where the finished ship will rest on the "sea." He lays the masts flat against the tiny ship and wraps the sails around it like a cocoon. Using tweezers, he then slides the ship through the bottleneck.

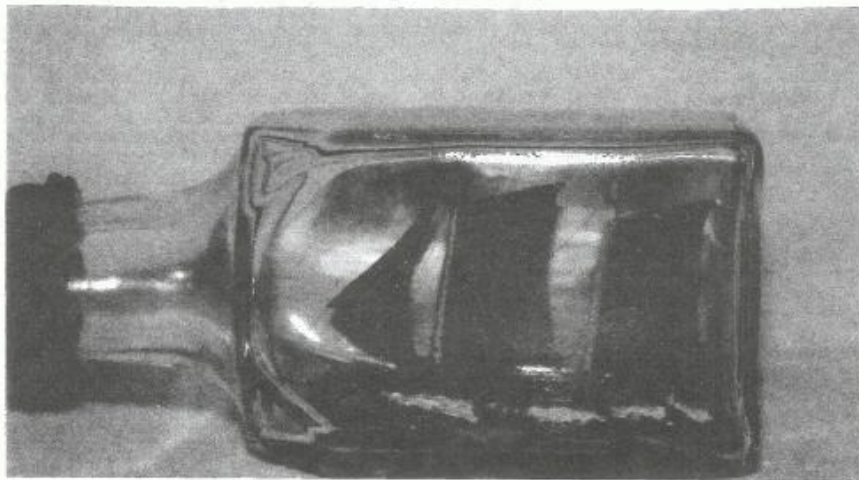
The masts have strings attached. Once the ship is in place in the belly of the bottle, Forget holds it steady on the glue with his tweezers and pulls on the strings.

Up pop the masts ... he withdraws the strings ... and the ship is ready to sail into eternity.

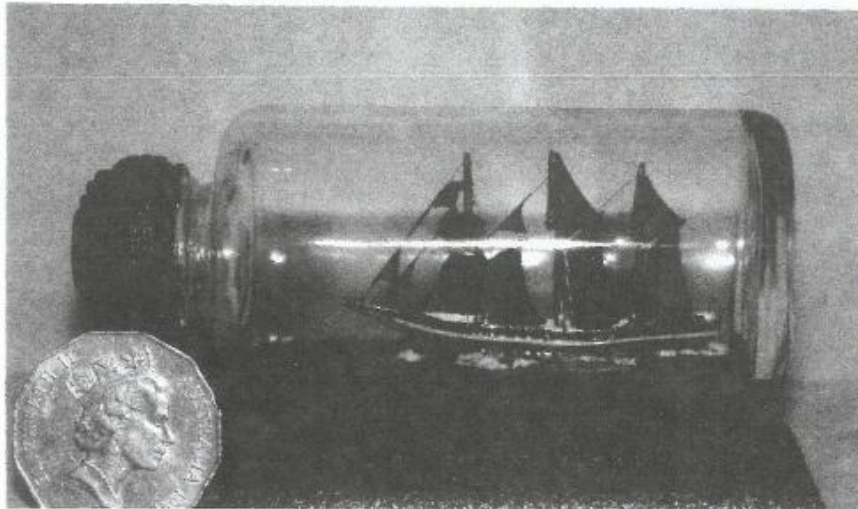
Below. The Topsail Schooner "Pacific Pearl" from Ross Ewings of New South Wales Australia.



11.



Above, " Mackinaw Boat by Ross Ewing.  
Below, Topsail Schooner " Tahiti" with 50 cent piece by Ross  
Ewing of Australia.

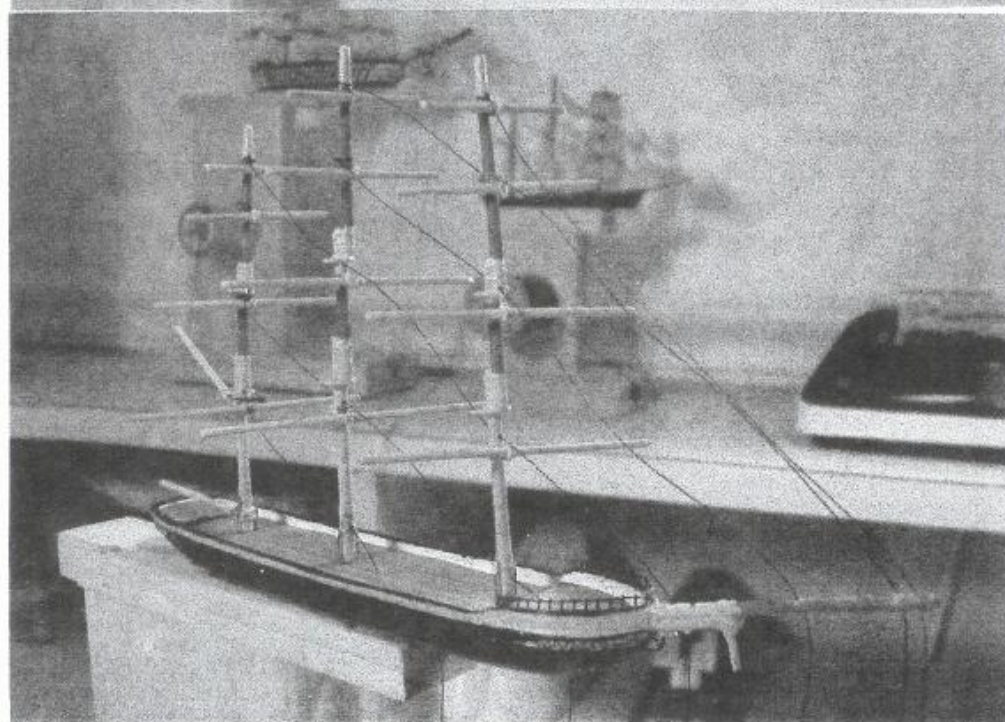
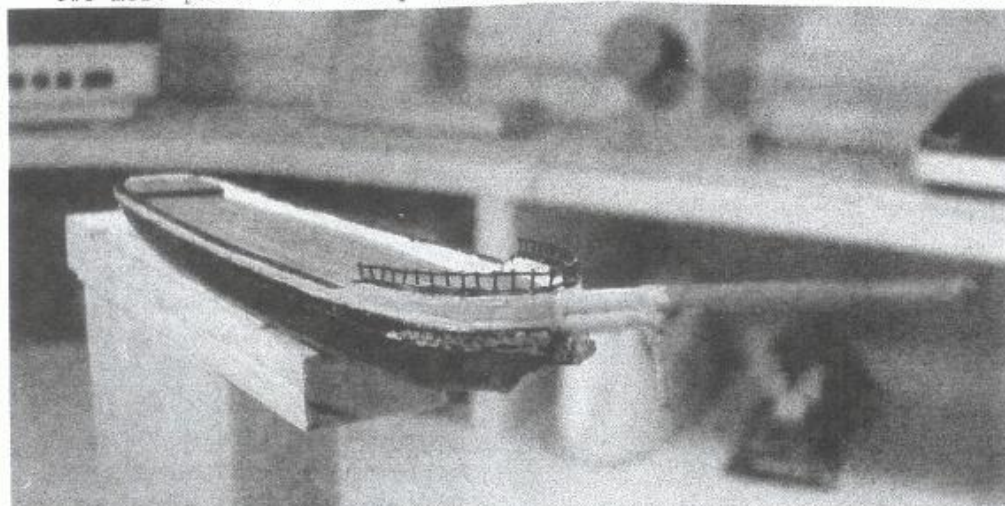


Only in America.....do people order doluble cheeseburgers, large French fries, and a diet coke!!





Two more photo's of Terry Butler's Joseph Conrad work in Progress.



13.

## NOTES FROM THE MEMBERSHIP CHAIRMAN

by  
Don Hubbard

Again, our thanks to our generous members who added a donation to their membership checks. **Alexander Cuthbert, Syracuse, NY ; Bob Campbell, Peterborough, NH; Hugh Fyffe, Orangeville, CA; Dale Gonseth, Fulton, NY; Burton Reckles, Sugar Land, TX; Bob Frederick, Seattle, WA; Charles Nichols, Toledo, OH; Bob Stetson, Marlborough, MA; Herb Manley, Vernon-Rockville, CT; Tom Smith, Canton, GA;**



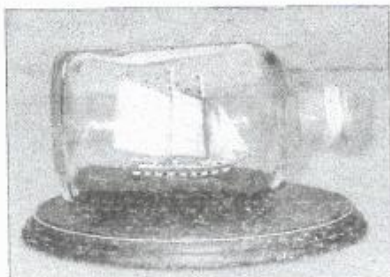
Merchant Taylor's Barge, Circa 1846  
Model by Bill Weiser, Oregon

The model along-side is of a Merchant Taylor's Barge, circa 1846 It was built by **Bill Weiser, Florence, Oregon.** Barges of this type were used on the Thames River in England. This model was a challenge! 18 oars, carved lion and lamb on the roof and King Neptune on the bow. The lapstrake hull is made of used emery boards with the sandpaper removed. Very, very nice job. Congratulations!

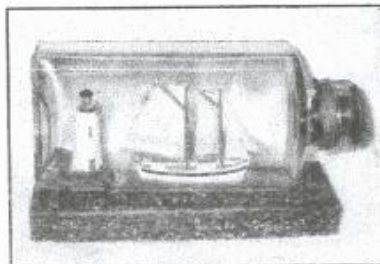
Another long-time member, **Herb Manley, Jr., Vernon-Rockville, CT** sent in this nice cluster of pictures of his work and of his meeting with another long-time member, **John Fox III of Ladysmith, WI.** It is fun for me when I receive pictures which show what you folks look like. I have been collecting dues from some of you for years and sadly wouldn't know many of you if I bumped into you in Home Depot.



Herb Manley and John Fox III in 1997 with a model of the USS Constitution that John exhibited at a Boston show.



14 • Mystic Whaler by Herb Manley

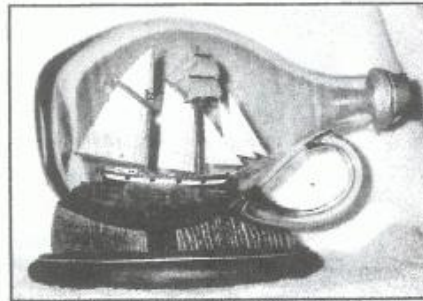


Schooner with lighthouse-Manley



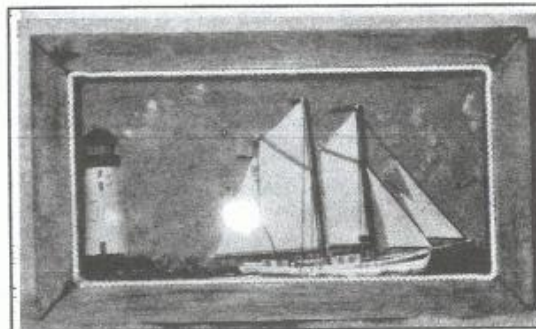


Topsail Schooner-Herb Manley



Topsail Schooner in an interesting bottle - Herb Manley

This last model is not bottled. Instead, Herb placed it in a shadow box for display on the wall. Shadow boxes make nice decorations. I have one that Bob Frederick sent me from Seattle and it fits right in with some nautical seascapes I painted in watercolor.



Schooner and lighthouse in shadow box-Herb Manley.

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Here are a couple of interesting things which might help builders down the line.

I don't know how many of you have had your bottles cloud up inside with some semi-opaque material settling on the glass, but I have. I don't know whether it comes from the sea material, from super-glue fumes or something else, but it is very annoying. I used to spend too much time with a bendable metal rod with a piece of cotton or Kleenex on the end reaching in and scrubbing the offensive stuff off. Well, I was recently saved that task. How? After I put some white glue on the sea to cement down the hull, I put the end of a aquarium pump hose in the bottle and let it pump in air for two or three days to hasten the drying. That constant air flow somehow cleaned the offending residue off the glass surface. Something to remember.



South Carolina Shrimp Boat - Don Hubbard

At some point you may have to create a net such as I did when bottling the shrimp boat illustrated alongside. I had never needed an authentic looking net before so I was non-plussed where to start. I found the answer in a large fabric store. The material is called tulle. It is a fine net of silk, rayon, or nylon, used especially for veils or gowns. It come in a variety of colors and mesh size. I chose black. To make the net hang tightly at the top and spread out below, I twisted the material into a point at one end, placed the tight end in a vise-grip to anchor it, then coated it with white glue and let dry. This made the fabric retain its shape and even allowed me to trim it. Made a perfect net hanging down from the two spars and the boom.

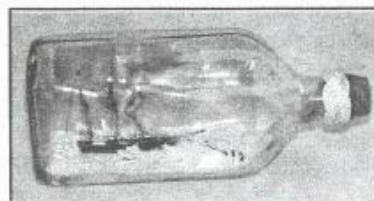
For those of you who have purchased our 80 issue archive disk. Here is the way to print out from it if you are using Microsoft Windows. Select the page you want and call it up on the screen. Windows Explorer can do this for you. Go to "FILE", then "PRINT", then to "PRINT PAGES" and enter the number 2. Now hit the "PRINT" button and your page should come out just as it appears. What happens if you don't do this and just hit PRINT? You will get the logo at the top of the page and nothing else. Frustrating. **Terry Butler** helped me figure this one out.

### Theft Alert

Lastly, some bad news. I had two of my bottled models stolen from my house last year or early this year. I discovered the loss on my last inventory. Somehow people seems to think that our work is just "hobby stuff" and free for the grabbing. That is nonsense. The people who steal this stuff are thieves and deserve to be arrested and fined if caught. The models appear below. Keep an eye out for them and report them to me or the police if seen. Thanks. Don



Friendship sloop by Don



Shackleton's Endurance in the Ice by Don



**"Heads Up" to Nautical Research Guild Members**  
From Edward Von der Porten

A recent incident shows that the *Nautical Research Journal* has changed dramatically

The Winter 2003 issue of the *Journal* had an article about a reconstruction of John Cabot's ship *Matthew*. I sent in a letter of commentary about the sources used by the author and the ship reconstruction, the type of letter that has often been published in the *Journal*, sometimes followed by an author's rebuttal. The new editor refused to print the letter. No reason was given, despite an exchange of e-mails. The editor claimed the support of the Nautical Research Guild Board of Directors

I exchanged more e-mails with the editor, pointing out that she was instituting a policy of censorship, at variance with the policy of all scholarly journals, which depend on free exchange of ideas to seek knowledge. The answer was, "[P]ublishers have the right not to publish materials as they see fit." This is obviously untrue: once a subject is opened in a journal, the letters column is an open forum for thoughtful discussion.

I then appealed to the Board with a letter summing up the issue and enclosing all the correspondence. I received a friendly and useful telephone call from one Board member and then a call from the Board Chairman. I was informed that the reason for the rejection of my letter was the tone, not the substance, that the Board would back the editor, but that the Chairman would discuss the issue with the editor I offered to change the tone of the letter and followed up with two telephone calls to the Board Chairman over the next weeks, but no resolution was forthcoming.

I changed the tone and resubmitted the letter. Again it was rejected without explanation. A full copy of this correspondence is available on request.

**The *Nautical Research Journal* has become a closed publication, not subject to the normal checks and balances of open discourse or peer review, but functioning at the unchecked whim of the editor.**

Howard I. Chapelle, who wrote about "The Ship Model that Should Not be Built" in the *Journal*, must be turning in his grave.

Edward Von der Porten  
143 Springfield Drive, San Francisco, CA 94132-1456 U.S.A.  
415-684-7701 edandsaryl@aol.com

For those who don't know me, I am a nautical historian and archaeologist with a special interest in the history and archaeology of the ships of north and west Europe and, by extension, of all the high seas after 1492. As a forty-year member of the Guild I have contributed articles and reviews for quite a few years, and was developing two new series of articles. I also am a frequent speaker at nautical conferences.

*This commentary may be copied and circulated at will.*

## NOW HEAR THIS!

**Our volunteer archivist Bob Little of Port Hueneme, California has done an astonishing and valuable thing.**

**AVAILABLE NOW:** the first 80 issues of Bottle Shipwright completely archived on a self-loading compact disk. This includes all back issues from 1983 through 2002. Any page of any issue can be selected and viewed, and the comprehensive index lets you pick the subject, whether plans, instruction, new techniques and materials, or general reference information.

**Anyone with a computer with a CD drive will be able to read, enjoy and download articles from this self-loading disk.**

**As you know, Bottle Shipwright is not written by one person, but by builders who submit articles from all over the world. This is why this archive is so valuable, The variety of ship-in-bottle information is staggering. An invaluable reference. We have been getting VERY GOOD feedback on this disk**

**The disk, in a durable case, is available to members of the Ships-In-Bottles Association of America for \$40.00 which includes shipping. Non-members can obtain the disk for \$65.00 which includes one year membership in the Association.**



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Send to Don Hubbard, PO Box 180550, Coronado, CA 92178



## **Unsolicited Comments about our new Bottle Shipwright Archive CD**

**Dear Bob and Don,**

**I just wanted to let you know that the disk arrived safely this time. (His disk was opened and lost in the mail)**

**Thank you again for being so understanding and prompt. I haven't had time to look through all the 80 issues yet, but I have definitely enjoyed the one I have read.**

**It is great picking up some of the early ideas and techniques and I have particularly enjoyed seeing the names of the earlier members and their contributions. You did a great job putting this together and it is easy to use and maneuver around in. I look forward to looking through all the issues and will enjoy having this disk as a reference and history for this wonderful and unique craft.**

**Greg Alvey**

**For those of you who have not yet looked at Greg's terrific ship-in-bottle web site, go to:**

**[http// www.folkartinbottles.com](http://www.folkartinbottles.com)**

**Greg is always looking for contributions to this site, so if you have any ideas that might be appropriate please contact him at [folkart@folkartinbottles.com](mailto:folkart@folkartinbottles.com)**

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**At some time most of us are asked about the age of a ship-in-a-bottle. This is always a tough call unless there is some identifying name or mark somewhere, and there rarely is. However, you can get a good start on the subject by determining the age of the bottle. Yes, I know. Someone can take an old bottle today and put a ship in it, but at least you will have the bottle part of the investigation done. Here's how to do it.**

**Go to the internet and call up the web site [www.bottlebooks.com](http://www.bottlebooks.com). Go to the bottom of the page and find a section called *Antique Bottle Basics*. Now click on *Dating Your Bottle*. Here you will find information about how bottles are molded, what characteristics bottles of varying age display, different types of tops and bottoms, etc. All that is interesting in itself, but greatly helpful in narrowing down time periods. After that, check out the model itself. Type of sea, whether there are sails or not, rigging material, identifying flags, etc. You can come pretty close to an actual age with a little work.**

**Good luck, Don**

19.

## Subject: Special e-mail

I loved this...hope you enjoy it too!! One day God was looking down at earth and saw all of the rascally behavior that was going on. So he called one of his angels and sent the angel to earth for a time. When he returned, he told God, "Yes, it is bad on Earth; 95% are misbehaving and only 5% are not." God thought for a moment and said, "Maybe I had better send down a second angel to get another opinion." So God called another angel and sent him to earth for a time, too. When the angel returned he went to God and said, Yes, it's true. The earth is in decline; 95% are misbehaving, but 5% are being good." God was not pleased, so he decided to e-mail the 5% who were good, because He wanted to encourage them, give them a little something to help them keep going. Do you know what the e-mail said?

No? Okay, just wondering. I didn't get one either.

*A physician claims that the following are actual comments made by his patients (predominately male) while he was performing their colonoscopies:*

- "Take it easy, Doc. You're boldly going where no man has gone before!"
- "Find Amelia Earhart yet?"
- "Can you hear me now?"
- "Are we there yet? Are we there yet? Are we there yet?"
- "You know, in Arkansas, we're now legally married."
- "Any sign of the trapped miners, Chief?"
- "You put your left hand in, you take your left hand out. ..."
- "Hey! Now I know how a Muppet feels!"
- "If your hand doesn't fit, you must quit!"
- "Hey Doc, let me know if you find my dignity."
- "You used to be an executive at Enron, didn't you?"
- "And the best one of all: "Could you write a note for my wife saying that my head is not up there?"

*Original source unknown. For all over the age of 50 or with a family history of colon problems, have you been scoped?*

If you can start the day without caffeine or pep pills, be cheerful by ignoring aches and pains, resist complaining and boring people with your troubles, eat the same food every day and be grateful for it, understand when loved ones are too busy to give you time, love people even when they take things out on you that you had no control over, take criticism and blame without resentment, face the world without telling lies or deceiving anyone, conquer tension without medical help, relax without liquor and sleep without the aid of drugs — you are probably the family dog.

## Jesus Is Watching You

A burglar broke into a house one night. He shined his flashlight around, looking for valuables, and when he picked up a CD player to place in his sack, a strange, disembodied voice echoed from the dark, saying, "Jesus is watching you."

He nearly jumped out of his skin, clicked his flashlight off and froze. When he heard nothing more after a bit, he shook his head, promised himself a vacation after the next big score, then clicked the light on and began searching for more valuables. Just as he pulled the stereo out so he could disconnect the wires, clear as a bell he heard, "Jesus is watching you."

Freaked out, he shined his light around frantically, looking for the source of the voice. Finally, in the corner of the room, his flashlight beam came to rest on a parrot.

"Did you say that?" he hissed at the parrot.

"Yep," the parrot confessed, then squawked, "I'm just trying to warn you."

The burglar relaxed. "Warn me, huh? Who in the world are you?"

"Moses," replied the bird.

"Moses?" the burglar laughed. "What kind of people would name a bird Moses?"

"The kind of people who would name a Rottweiler Jesus."

## BY THE END OF THE DAY

The ship was sinking.  
The captain called:  
"Is there someone who can pray?"  
A man stepped forward  
"Yes I can,  
for I am Father Day!"

"That's very good"  
the captain said:  
"then you can stay on board.  
the others jump  
into the sea  
for we're one lifebelt short."

From: Bob de Jongste <bobdejongste@wx.nl>



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revised 1997

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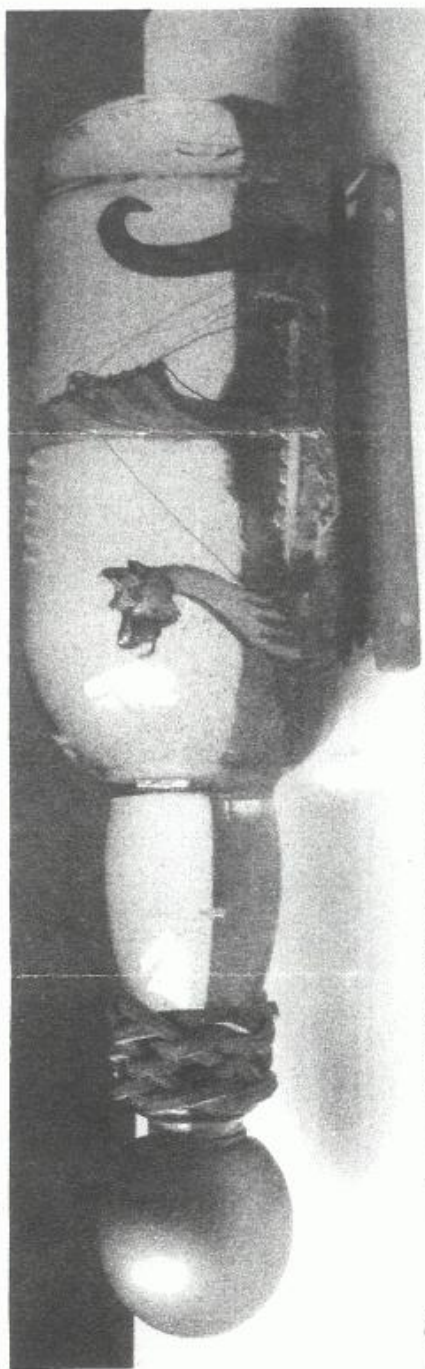
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The "Viking Ship", from Noble E Johnson, P.E. of Tyler, Texas.

A Viking Ship he made for his son and daughter-in-law. "The ocular distortion is due to my filling the bottle with clear epoxy to ensure that when they have kids, the bottle isn't turned over and the ship is lost".

